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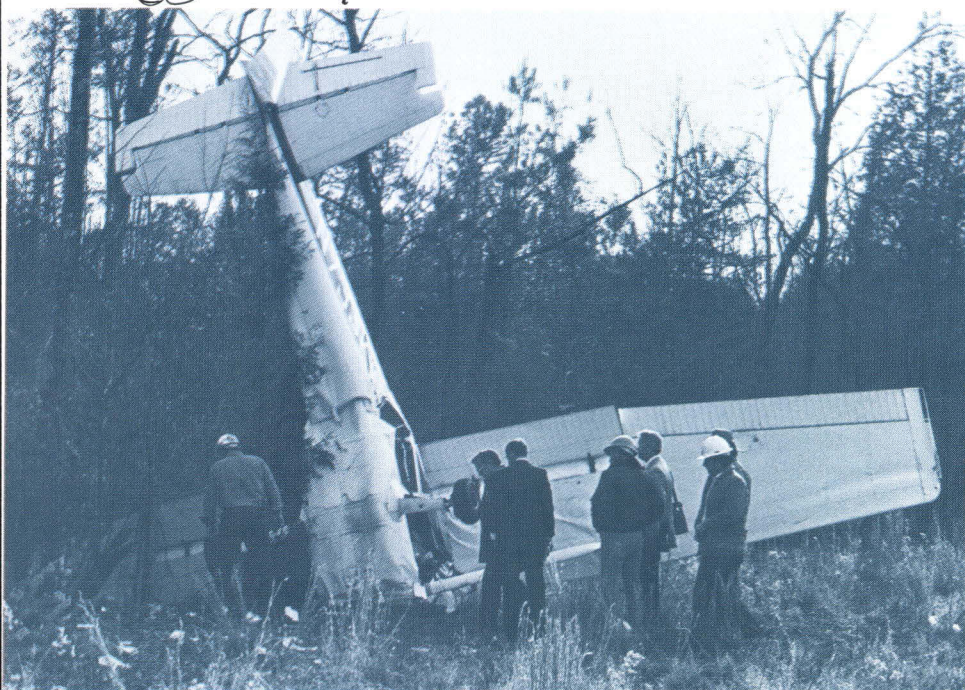
STATE DOCUMENTS

# Palmetto AVIATION

VOLUME 31 NUMBER 6

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JANUARY, 1982



## 1981 Aviation Accidents Kill at Least Twelve

At least 12 people lost their lives in aviation accidents in the state during 1981. As of Dec. 20, when *Palmetto Aviation* went to press, there had been 31 aircraft accidents in the state, one more than last year. Seven of those resulted in deaths.

Three people were killed Oct. 17 when a Beechcraft Baron crashed in Lake Wylie after both engines quit. Fuel exhaustion is suspected. Three others survived that crash.

The pilot and an employee of S.C. Electric and Gas Co. were killed Feb. 13 during a powerline inspection flight near the V.C. Summer nuclear power station. The Cessna 172 in which they were flying hit intersecting power lines, running across the aircraft flight path.

And two other men, apparently engaged in drug smuggling, were killed March 3 when their Aztec crashed at the Williamsburg County Airport at 1:30 a.m.

The FBO at Rock Hill and another man were killed Dec. 1 shortly after take off from the Rock Hill Airport. Their Cessna 210 apparently made a turn after entering a low overcast and crashed a short distance from the field. The men were on an IFR flight plan. Investigation is continuing.

A student pilot from Florida, alone in a Mooney 20 on a cross country, crashed and was killed near Cades after he encountered IFR conditions and turbulence May 7.

Another student pilot from Hartsville reported running out of

continued, page 2

## Applicators Annual Meet Set Feb. 18

The S.C. Agricultural Aviation Association will hold its annual convention and ag pilot refresher school Feb. 18, 19 and 20th at the Quality Inn in Columbia.

Registration will begin at 11 a.m. Feb. 18. The program will get underway at 1 p.m. with a welcoming address and update by John Hamilton, Director, S.C. Aeronautics Commission. John Cureton, chief of the Columbia General Aviation District Office (GADO) and Frank Kelley, GADO Accident Prevention Specialist, will also address the conference.

The Clemson University Refresher Course, directed by Dr. Ben Kissman, will follow at 2:30 p.m. and will be continued on the morning of the 19th. This course is required for aerial applicators. Pilots who plan to work in South Carolina must attend.

The business session will begin at 2 p.m. National Agricultural Aviation Association president Roy Woods will be the featured speaker at the business luncheon at 1 p.m. Feb. 19. The annual banquet will begin at 7:30 on the 19th.

The women's association will also be meeting during the convention and many activities have been planned.

The conference registration fee is \$25. That includes the luncheon, the banquet and two cocktail parties. Those who register before Feb. 12 will receive a chance on a door prize.

For additional information, contact the SCAAA c/o John F. Barry, 924 Brantley St., Columbia, S.C. 29210. □





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## **Another Sweepstakes Planned for 1982**

Pilots who may have missed a chance to win a \$50,000 airplane in last year's "Safepilot Sweepstakes" will have their chance again this year.

The general Aviation Manufacturers Association (GAMA) has announced plans to sponsor another contest during 1982. However, retail value of the prize has been increased to \$60,000.

Any pilot or student pilot attending a "Safepilot Seminar" during 1982 will be eligible to enter the drawing for the airplane. Seminars will be announced in **Palmetto Aviation**.

The closing date of the 1982 program will be Jan. 31, 1983. □

## **Accidents kill 12 in SC**

(continued from page 1)

fuel off the Coast of Myrtle Beach. He died when his Piper Cherokee went down in the ocean.

And tragically, a seven-year-old boy was killed Dec. 20 when the Beechcraft Muskeeter in which he was riding crashed about 100 feet short of the runway at Greenville Downtown Airport. Injured in that crash was the boy's father, his four-year-old brother and two other adults. The airplane's owner reported the throttle didn't open. Investigators are still trying to determine the cause.

Of the 31 accidents, 18, or a little more than half, occurred in the landing phase. The landing phase is probably the most critical phase of flight for accidents. About half of 1980's accidents occurred in the landing phase also.

Five occurred during take off and five happened enroute. One happened when a aircraft struck a power line on approach and two minor accidents occurred on the ground: An airplane taxied into a ditch and a loading truck backed into a parked aircraft.

About half the flights were personal trips. Five were business trips, three were agricultural spraying flights, five were training flights

and two were 135 flights. Incidentally, four of the five training flight accidents occurred in the landing phase.

Six of the accidents had direct mechanical causes, such as the failure of a part or fitting, but the failure could be traced back to human error or neglect in almost every case.

For example, an oil line failure on a Cherokee Arrow resulted from a prop governor oil line fitting being overtightened. And an inflight fire which started in the muffler of a Mooney 20 was traced to poor owner maintenance.

In the final analysis, we who do the flying and the maintaining are usually responsible for our accident. Either through carelessness, poor judgement, fatigue or neglect, the human factor is THE prime causal factor in accidents or incidents of any kind.

If we could, by some miracle, eliminate human error and suffer only those accidents or incidents caused by acts of God or pure mechanical malfunction, then we would end the year not with 30 accidents but with perhaps two or three, at the most. □

## **Aviation Classics available on video tape**

Aviation documentaries, originally produced by the U.S. Government, are now available on video cassette.

The Air Force Story, Battle of Britain, Memphis Belle, and Battle of Midway can be ordered from ARP Co., Dept. F, 3349 Cahuenga Blvd West, Suite 8A, Hollywood, CA 90068.

The cassettes are \$79.95 and \$89.95 each. Running times are 60 to 92 minutes. □



## Hobson named new CAP Commander



William E. Hobson

William E. Hobson, a 19 year veteran of the Civil Air Patrol, has been named Commander of the South Carolina Wing by Middle East Region Headquarters.

Hobson, a native of Hopewell, Va., joined the CAP in 1944 while serving in the U.S. Navy and was appointed flight officer, a rank similar to warrant officer.

After World War II, he was transferred to the Virginia Wing Staff and assigned as Communications Officer.

In 1952, because of service with the Military Transportation Service, Pacific, and later with the Department of the Air Force in Turkey, he was inactive. However, when he came to South Carolina in 1965, he became active in the South Carolina Wing and, in 1967, was assigned as squadron commander. In 1974, he was transferred to the wing staff and assigned as assistant wing safety officer. In 1975, he was

assigned as Chief of Staff and in 1976 became deputy commander with various collateral duties.

He holds various awards including the Exceptional Service Award and the Meritorious Service Award, with clasp. He has completed the U.S. Air Force (ECI) Squadron Officers School and Region Staff College and holds the Paul E. Garber Senior Training Award. At present he is enrolled in the Air Command and Staff College (ECI) program.

LTC Hobson is a qualified mission coordinator and is rated a "master observer" in the Civil Air Patrol Emergency Services Program.

He is employed by IRM as a Senior Field Representative, engineering, assigned to South Carolina. He is a registered Professional Engineer in Fire Protection Engineering. □

## Anderson ineligible for essential air service

The Civil Aeronautics Board has declared Greenwood and Anderson ineligible for essential air service under the provisions of the Airline Deregulation Act.

According to the notification report from the CAB, the decision refusing essential air service is based on two factors — "the absence of any significant element of isolation from the national air service network," and limited demand potential.

The report cites the termination of regular service by three airlines within the last decade — Southern (now Republic) in 1974, Air Carolina in 1976 and Bank Air in 1980. One requirement for essential service is an anticipated enplanement of 20 passengers per day, and none of the three previous airlines servicing Greenwood reported as much as half that total, according to the CAB report.

The report further notes the relative proximity of Greenville and Columbia to Greenwood, expressing the opinion that the air service in those two cities is enough to accommodate local need. According to the report, such factors as mass transit service (from Greenwood to Columbia or Greenville)

and seat availability (on air service departing Columbia and Greenville) were taken in account in the CAB's ruling.

The report, which cites similar reasons for denial of the service to Anderson, concludes by saying, "...we believe that Greenwood's air service demand is being met by the schedules available at Columbia and Greenville/Spartanburg. We are unable to conclude that Greenwood's potential demand for passenger service is sufficient to warrant designating the community as an eligible point under the essential air service program." □

### Breakfast Club



**Jan. 10 N. Myrtle Beach, Phillips 66 Ramp**  
(Breakfast at Don's Pancake House)  
**Jan. 24 Sumter Airport**  
**Feb. 7 Daniel Field, Augusta, Ga.**  
**Feb. 21 Dillon Airport**

## Replacement of S.C. VOR's is scheduled

The FAA will replace all VOR's and VORTAC's in South Carolina with new solid state equipment by the end of 1984, according to a spokesman.

J. Stiglin, chief of the Airway Facilities Division of the FAA's Southern Region said the new equipment, "Should provide a significantly more reliable and maintainable VHF navigation system."

The replacement schedule is tentatively set up as follows:

Allendale	.....	Sept. 1983
Charleston	.....	Feb. 1984
Chesterfield	....	Sept. 1983
Columbia	.....	March 1984
Electric City	.....	Dec. 1982
Florence	.....	May 1983
Ft. Mill	.....	March 1984
Grand Strand	....	June 1983
Greenwood	.....	Jan. 1983
Spartanburg	....	Sept. 1983
Vance	.....	Jan. 1984
Orangeburg	.....	not est.



# FAA receives more than 1600 comments on ultralight rules

Ultralight fans may not be the richest or more powerful aviation lobby but they certainly made the FAA sit up and listen recently when they flooded the agency with comments on proposed regulations.

According to an unofficial tabulation, the agency had received more than 1,600 comments on its notice of proposed rulemaking (NPRM) by the time the period for public input closed Nov. 25.

Because of overwhelming public response an agency spokesman said it could be sometime in March before a final determination on the regulations could be made.

Under the proposed regulations, ultralight aircraft would be authorized for daylight operation only; agency inspectors would be allowed to conduct inspections at launch and recovery sites; and, operation would be prohibited over congested areas of cities, towns and open air assemblies.

In addition, ultralights weighing 155 pounds or more, having a fuel capacity of 15 pounds or having U.S. or foreign airworthiness certificates would be subject to present operating and certification rules for aircraft and pilots.

The NPRM stated that "rules for ultralight vehicles are needed to achieve an acceptable level of air safety by reducing potential conflict with other airspace users and to provide protection to persons and property on the ground."

Besides applying present aircraft rules to ultralights weighing more than 155 pounds, the NPRM also proposes to "apply new rules to single occupant, lightweight designs that are less than 155 pounds, with a fuel capacity of 15 pounds or less, and which have no U.S. or foreign airworthiness certificate.

"We are totally amazed at the large response from one of the smaller segments of the aviation industry," said a spokesman in the

FAA's Air Traffic Rules Branch.

"The comments were well thought out, almost down to each one. The people who took the time to comment made an effort to establish a good rationale for their response. They provided some substantive data that will prove helpful in our determination."

The FAA has only begun to separate the comments into particular areas of concern. Agency staff will be categorizing individual responses under specific subject matter and developing a cross reference system to aid in determining major concerns. This is the only way the agency will be able to document what was said about a particular subject by a person who addressed more than one of the proposed regulations.

An agency spokesman said it is too early to determine which of the proposed regulations drew the largest public response, although it is believed the weight limit and daylight operation provisions created the greatest response.

Individual Congressman had also been involved in the public response to the agency's ultralight rulemaking proposal. It appears constituents were so concerned about the FAA proposal that they contacted their Congressman to voice their objections. The FAA said it had heard from a number of "Capitol Hill" sources about its proposal.

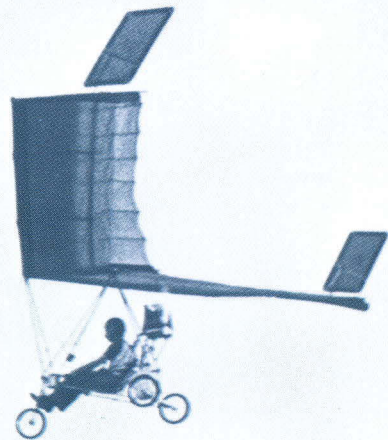
Particularly gratifying, said an FAA spokesman, was the fact that comments were received from just about every geographical area. "It really is amazing that people in just about every state took the time to comment and express their concerns and opinions," the spokes-

man said. "The word really got out. We've got nothing but praise for the job the media did in alerting everyone about the proposal."

When the ultralight NPRM was first proposed, FAA officials said they could envision the possibility that there would be changes once the public had the chance to review and comment on the matter.

From all indications, there is still a chance that some changes will be made. "We're not saying a definite yes or no to any changes," said a staff member close to the project. "We are trying to remain supportive of our original proposal, yet we're trying to remain neutral in analyzing the various comments. We're not trying to be overly defensive, rather we're trying to look at the suggestions in a productive manner."

When the ultralight NPRM was first announced, it was the 155 pound weight limit that drew the loudest outcry from ultralight manufacturers and enthusiasts. Since then, concern has been expressed about the fuel limit and operational restrictions. "There were really a number of very practical proposals offered by people," said the FAA spokesman. "But, in the end, what flies will be determined by the legal department. Everything will then be funnelled down before a final suggestion is submitted to the Administrator (Helms). It will really be his final rule since he decides the direction the agency takes. What he wants will determine which way the agency goes with the NPRM. Whatever the case, don't count on anything concrete until sometime in March."





## AOPA wants changes in definition of ultralights

The 255,000-member Aircraft Owners and Pilots Association (AOPA) has recommended the FAA impose limited regulation of powered ultralights but asked the agency to delay implementation of other, related controls.

AOPA President John L. Baker said the recommendations turn on the definition of "ultralight."

In an FAA rulemaking proposal, limitations would be imposed both on ultralights and "pure hang gliders" but there is a lack of distinction between them which Baker terms "critical."

The AOPA officer recommended FAA continue to recognize and define hang gliders as unpowered, foot-launched vehicles carrying a single occupant. Ultralights, he continued, could be limited as to weight and fuel load.

The FAA is currently proposing a 155-pound weight limit for ultralights.

Baker said the rule would limit the range of future design improvements for ultralights, and might provoke engineers into techniques imperiling safety is limited to maximum weight simply for regulatory convenience.

The limit also would bar float-mounted ultralights, the AOPA contended.

The association recommended further: An increase from 2.5 to 5 gallons in the amount of fuel ultralights carry to account for changing wind conditions in relation to home airports; that wind-loading limits be established for ultralights rather than empty weight criteria to take advantage of changing technology as it emerges; that the daylight flight envelope comprise the period one-half hour before sunrise to one-half hour after sunset for ultralight pilots to take advantage of relatively calm morning and evening flight periods; that ultralights be permitted to operate over populated areas within limits of glide distances to a forced landing; and finally, that FAA allow a one-year "grace" period for implementation of proposed new rules. □

## NTSB report finds traffic safety upheld

The National Transportation Safety Board has confirmed what nearly every member of the flying public has known for the past four months — that the air traffic control system is safe. And, while the Board did not specifically state that the system is safer, that conclusion could be drawn from some of the NTSB Report conclusions.

The NTSB staff ran a two-month investigation of the air traffic control system shortly after the August 3 walkout by PATCO. Based on observations during those initial two months, the Board staff concluded that the FAA had maintained safety essentially by reducing activity to match the reduced work force, and, perhaps more significantly, by smoothing out the traffic flow.

The Board concluded that there is no evidence that the FAA put unqualified personnel to work in the air traffic control system; that no safety problems had resulted from the FAA's handling of the strike; and that there was no evidence to support the contention that stress had contributed to any safety violations after the strike.

However, the NTSB report did not totally praise the FAA and its handling of the air traffic controllers. There is strong criticism of the FAA's handling of employee relations. James B. King, outgoing Chairman of NTSB, stated that if

the FAA's employee relations do not improve, "we will be faced with another labor dispute" in the future, suggesting that the PATCO members who walked out on August 3 may well have had valid disputes with their employer. In line with that, the report states that "the FAA has no formal program to monitor stress and fatigue, nor does it consider stress a major problem."

Conclusions in the report suggest, however, that the post-strike ATC system is operating better than it did before August 3. Specifically, the report concluded that based on FAA statistics, violations of separation rules had dropped by nearly 50 per cent from August to September; that computer down time in ATC facilities — an issue given special Congressional attention last summer — had substantially decreased; and that every charge of unfit and unqualified personnel working in the system was unfounded.

The Board recommended that the FAA reemphasize a program for controllers to report safety violations to NASA; set up an annual evaluation program of controller ability; and evaluate ATC standard training and procedures. There was no comment by either the FAA or PATCO on the results of the NTSB study, both preferring to "study" the study first. □

## Suicides attributed to controllers' strike

Two air traffic controllers and two wives of controllers have committed suicide since the strike by the Professional Air Traffic Controllers Organization began, according to a report in *The Chicago Sun-Times*.

The newspaper quoted officials of the AFL-CIO as saying the victims were controllers who were dismissed in Indianapolis and Los Angeles and wives in Green Bay, Wis., and Nashua, N.H.

The report said one of the wives

hanged herself in her kitchen, with a stack of unpaid bills nearby.

Walter Davis, community services director for the labor organization, said he believed that "a significant number of controllers were living beyond their means."

"Those who were smart sensed what might happen and prepared for it," Davis said. "Others did not."

The AFL-CIO has established a nationwide fund to aid dismissed controllers. □

## GADO hours

The Columbia General Aviation District Office (GADO) is open from 8 a.m. to 4:30 p.m. Monday

through Friday. Airman written examinations will be administered during those hours. □



# Hartsville airport alive, well under new management

By Margaret Britt

Business is soaring at the Hartsville Airport these days.

Back in September, Andy Broach became manager. It's been a tough haul since then, Broach said, but somehow the word is out and flying is in.

"A man called ahead from Boston, Massachusetts during the Thanksgiving holidays to tell us they wanted to stop here and refuel. And recently, we had a commercial pilot (one who flies small airplanes for businesses and industries) call ahead from West Virginia. Another man called from Vero Beach, Florida to tell us he wanted to stop and refuel," Broach said.

Why such popularity for a small airport like Hartsville? Pilots hear about it on the radio, and they've told the Broaches it is in a convenient location for a fuel stop.

Broach and his wife, Grace, took over the airport's management following the resignation of former airport manager Ron Winburn. Winburn resigned after Sonoco Products Co. announced its decision to move the company's air operations to the Dovesville airport, which was an old military air training facility.

Fuel sales to Sonoco were Winburn's major source of revenue at the airport. Sonoco moved, company officials and pilots said, because the landing strip at Hartsville was not long enough to safely bring down the company's small jet. Dovesville, or the county airport, has three strips, one of which is the length needed for the Sonoco jet.

Broach was approved for the manager's position by the Hartsville City Council and is under contract with them.

Winburn thought the airport would probably close. So,

apparently, did many of the commercial pilots who fly through this area. They've been surprised to find it still open.

"Quite a few pilots have come in here who said they were told there was no airport here," Broach said. "They were told they couldn't buy fuel here so they stopped in Florence and refueled before coming here.

"They were surprised and upset when they found out there is fuel and an operator here."

But pilots seem glad to know the Hartsville airport is still alive and kicking.

"They fueled with me and said they would be back," Broach said confidently.

"People don't realize how important this airport is for our plants," Grace Broach said. Although a number of "hobby" pilots fly here and take their families and friends up for a ride, by far the biggest number of pilots coming through Hartsville are those connected with local industry.

Three planes came to Hartsville in one day bringing parts for Carolina Power and Light Company's H.B. Robinson power plant. All three called ahead to say there were coming. The Broaches said they average about three calls ahead per week.

To their surprise, the Broaches were busy at the airport Thanksgiving Day — so much so they had their turkey at the airport.

Although the Broaches made no major changes in operation, they have added some "luxuries" to the airport.

Grace Broach's car is now available to business pilots and businessmen who fly in and need transportation. She calls it the airport's "courtesy car," and says she'll be the "taxi driver if they

don't want to drive."

The Hartsville "terminal" was bare when the Broaches came. "We started from scratch. All we had were four bare walls, not even a screen door," Grace Broach said.

A television set plays in the office now, and there are comfortable couches and chairs — which surprised Grace Broach when this same furniture disappeared from her den last September.

Local pilots and others sit around the TV, especially when there's a football game on, and talk about planes and flying. Grace Broach doesn't really mind her den furniture being out at the airport, because they enjoy talking to the pilots.

"The fellowship has come back along with the traffic flow," they said.

Many pilots who come to Hartsville on business wait for hours at the airport while those they flew in conduct business in town. Grace Broach plans to put in homemade sandwiches for them.

Fuel sales are still the major revenue for the airport. Before Broach's plane disappeared this fall over the ocean when a student pilot took it up, he had additional income from plane rental. "We were doing real well then," he said.

Hangar rent and income from the tobacco allotment as provided in the city contract are the only other revenue sources the Broaches have at the airport.

"We fully intend to stay here," they said emphatically. "And we'll have another plane."

"We came here to stay, and we will — unless the recession gets MIGHTY bad." □

—Reprinted from the Hartsville Messenger



## New slide show available from GAMA

Weather is a factor in forty per cent of all fatal general aviation accidents. That's one reason that the General Aviation Manufacturers Association (GAMA) has prepared a one hour, slide/tape program on the hazards and warning signs of adverse aviation weather.

"On Weather" will be shown at FAA Accident Prevention Seminars

## FAA adopts new regulatory concept

The Federal Aviation Administration has announced that it is planning to adopt a new regulatory concept known as Regulation by Objective.

According to the agency, the new concept, which represents a major change in its regulatory philosophy, will enable the FAA to outline the objectives of its regulations and let those affected by the regulations decide how best to meet those objectives. As one agency official put it, "instead of saying how things should be done, as the regulations do now, they would say what should be done, while the agency continues to monitor to make sure that it is done."

The FAA said the first regulation to be issued under the new concept will combine Parts 121, 127, 129, and 135 of the Federal Aviation Regulations (FARs) — those dealing with certification and operations of the airlines and commuters — into one single regulation.

A notice of proposed rulemaking (NPRM) is expected to be issued in the first half of next year as the first step in the process, the agency said. □

across the nation in 1982 and is available for sale through GAMA.

The program is striking departure from the "training film" approach. Added to awesome scenic photography and accompanying music are "pilot's eye views" of adverse weather as seen from the cockpit.

"On Weather" was developed and produced by Gary Livack, GAMA Manager of Technical Activities, in cooperation with the FAA and the National Weather Service. The program consists of 386 slides, four audio sync tapes and a script plus audience handout material for duplication. The package is designed to run as two half-hour presentations with an intervening break. It is available for public sale through GAMA at \$50 including postage to any U.S., Canadian or APO/AFO address.

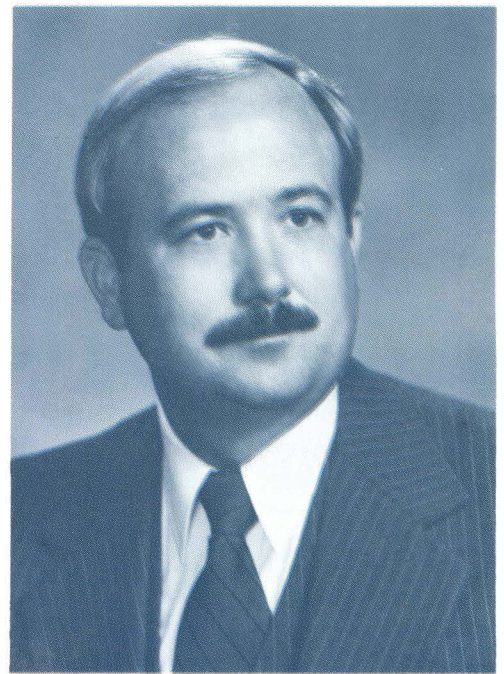
"On Weather" and all other GAMA safety shows may be purchased through Susan Gordon at GAMA, 1025 Connecticut Avenue, N.W., Suite 517, Washington, D.C., 20036. □

## Lawyer-Pilots group to meet

The lawyer-pilots Bar Association will meet Feb. 17 through 21 at Marriott's Casa Marine Resort in Key West, Fla.

The association is an international professional organization of lawyers who are all pilots, many of whom represent aircraft manufacturers, pilots, FBO's, air carriers and commuters.

For further information, contact: David E. Prewitt at (215) 546-5636. □



Thomas Zollars

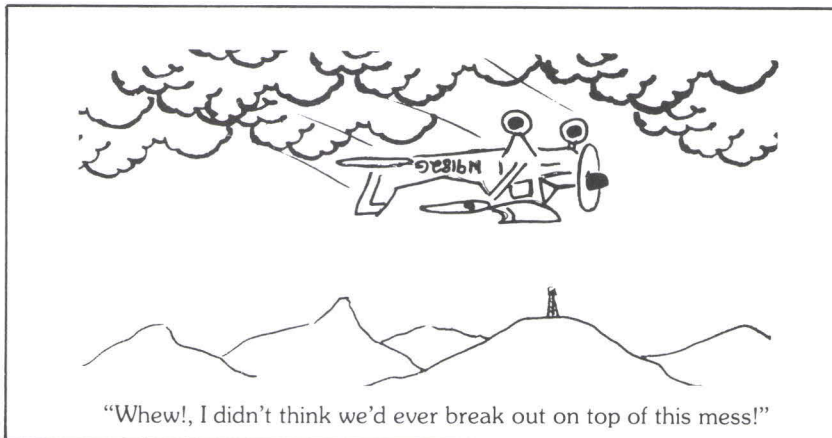
## Zollars named General Manager at Hawthorne

John H. Allen, President of Hawthorne Aviation, announced recently that Thomas Zollars has been promoted to the position of General Manager of the Charleston fixed base operation. Prior to his promotion, Mr. Zollars served Hawthorne as Line Service Manager and most recently as Operations Manager.

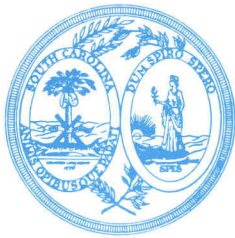
In making the announcement, Allen cited Zollars' abilities and attitude. "We have all been impressed with his progression at Hawthorne," Allen said. "We're confident that under his leadership the Charleston FBO will prosper to its greatest potential."

Zollars is originally from Ft. Wayne, Indiana. He graduated Purdue University where he obtained a Bachelor of Science degree in Aviation Technology. He served in the U.S. Air Force from 1969-1975. Mr. Zollars joined Hawthorne in 1977. He currently resides in Charleston and is a member of the Carolina Art Association and a Junior Achievement Advisor for Hawthorne.

In addition to its operations in Charleston, Hawthorne is a distributor for Piper aircraft and holds government contracts in several states. □



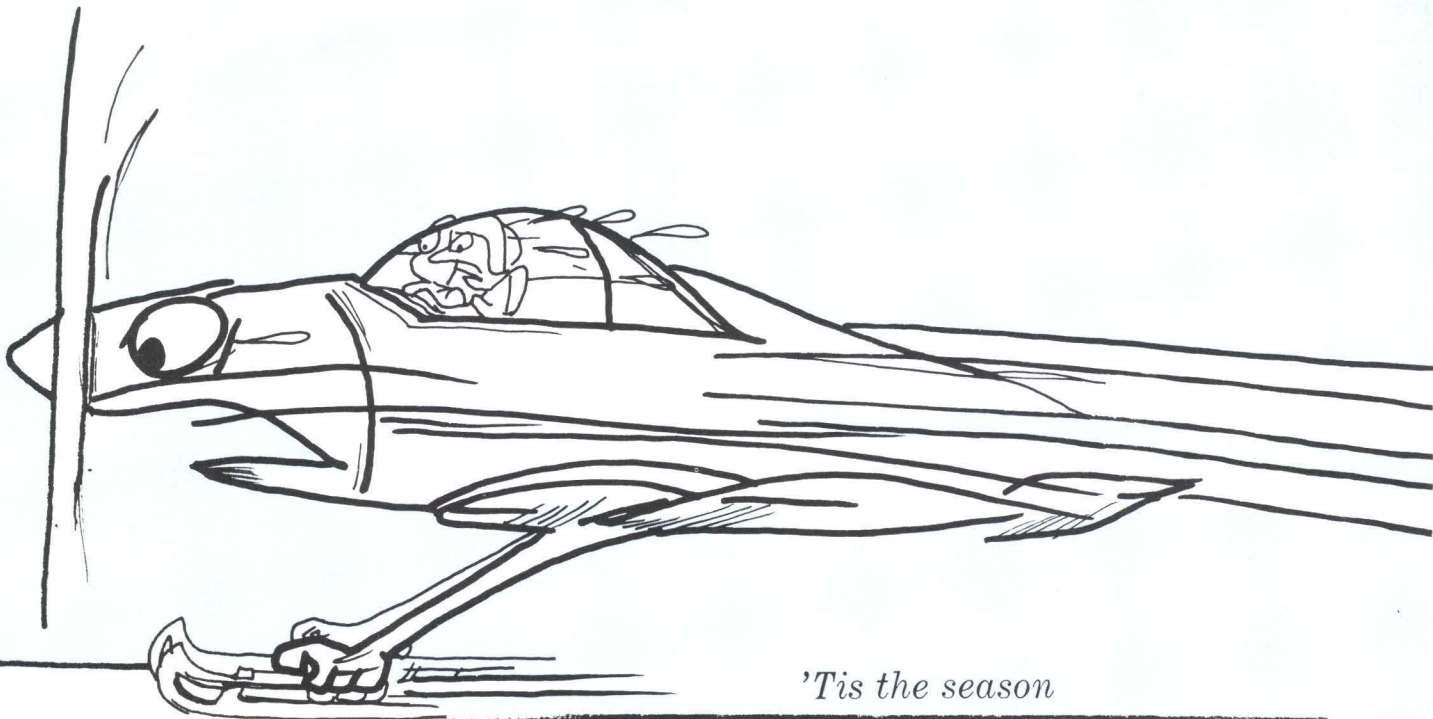
"Whew!, I didn't think we'd ever break out on top of this mess!"



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